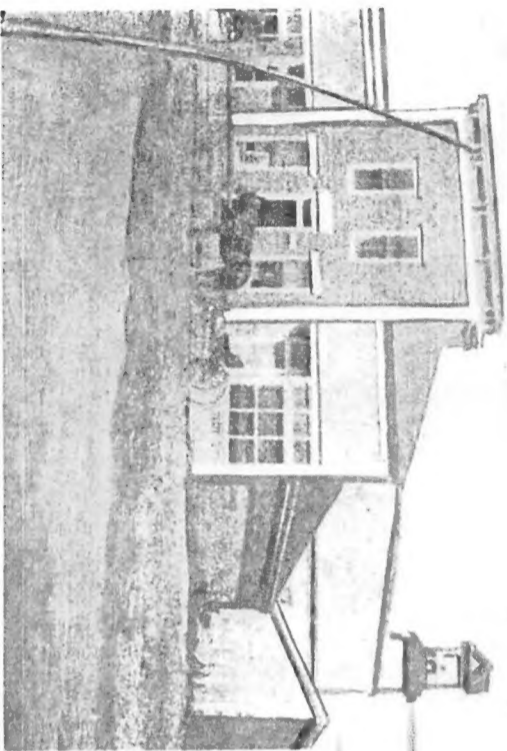


All of these attempts were made in a three-year period and all of them were fruitless. No one had any money. The stock of goods in the log cabin trade was small and had to be hauled many miles to Heber.

The event that was to change this picture was the stagecoach contract. In 1862 Ben Holliday took over the stagecoach route and government mail contract between St. Joseph, Missouri, and Sacramento, California.³ Salt Lake City was the center of the route and the hub for the branch lines that extended to the towns and mining camps of Southern Utah, Idaho, Nevada, and Montana.

Every ten or twelve miles along the route were stations where hay and grain were kept to supply the changes of horse and mule teams for the stagecoach.

³Neff, *op. cit.*, p. 734.



Charleston Coop.

In 1863, John W. Witt of Heber was given a contract to supply oats to the stations as far east as Green River. Under this contract, companies of men with teams and



Nymphus Murdock



Frederick O. Buell

wagons periodically set out from Heber to supply stations. There was work for everyone with a wagon. According to John Crook:

This was the beginning of good times for Heber. Plenty of money rolled in. Grain kept raising until it reached \$3.00 a bushel for oats and \$5.00 for wheat. Merchandise was high also. Stoves were from \$150 to \$200 each. Sugar and nails were \$1.00 a pound. Factory and prints cost \$.50 to \$1.00 per yard. A good wagon cost \$300 and everything else in proportion.⁴

⁴Crook, "History of Wasatch County," *Wasatch Ware*, December 14, 1889.

